

ENVIRONMENTAL IMPACT REPORT SUMMARY

The California Flats Solar Project is primarily located in Monterey County. Monterey County is the public agency with the principal responsibility for approving the project, and as such is the Lead Agency for this project under the California Environmental Quality Act of 1970 (CEQA) as defined in CEQA Guidelines Section 15367, and San Luis Obispo County is defined as a Responsible Agency. A Final Environmental Impact Report (FEIR) for the project was certified by the Monterey County Board of Supervisors on February 10, 2015. Although the proposed solar collection panels and related solar generation and distribution facilities are located in Monterey County, the primary access road to the facilities is proposed along an existing farm road that extends from State Route (SR) 41 northward through San Luis Obispo County to Monterey County. The County of San Luis Obispo has permit authority for the proposed improvements to this existing access road and is therefore a Responsible Agency for the project under CEQA.

The FEIR evaluated the project as a whole and all components of the project within Monterey and San Luis Obispo County. The project components within San Luis Obispo County are limited to improvements to an existing 3.3 mile agricultural road and establishment of temporary construction staging areas. The proposed access road to the CalFlats Solar facility -- during both construction and project operation -- would be an existing 5.6-mile private ranch road from SR 41, approximately 3.3 miles of which is located in San Luis Obispo County. The road would continue for an additional 2.3 miles along the existing agricultural road before it reaches the main project site and solar array area, but this 2.3 mile portion of the road is located in Monterey County and is not subject to San Luis Obispo County approval. Only the portion of the access road that lies with the San Luis Obispo County is subject to approval by the County of San Luis Obispo. San Luis Obispo County has no jurisdiction over any other components of the project.

Currently, the existing 3.3 mile agricultural road varies from approximately 10 to 20 feet in width. To accommodate the proposed project, the existing agricultural road must be widened to 30 feet and resurfaced with aggregate base material. In addition, the size of existing culverts must be increased to better match the existing channel capacity and to accommodate the added roadway width.

The project also includes a 4-acre and 0.5-acre temporary construction and material staging area immediately adjacent to SR 41 and the existing agricultural road. This area would be used throughout construction for vehicle queuing and deliveries. An additional 0.5-acre temporary construction staging area would also be located south of SR 41. This area would be used during construction of SR 41 improvements. The 4-acre staging area would include construction temporary modular offices, a first aid station, worker parking, truck and shuttle loading and unloading areas, and laydown areas.

This document is intended to summarize the environmental impacts, mitigation measures, and residual impacts associated with implementation of project components in San Luis Obispo County. This document is intended for informational purposes only and does not constitute the complete environmental analysis for the Cal Flats Solar project. The entirety of the environmental impact analysis is contained in the FEIR as certified by Monterey County. The FEIR is available at the following link and at the San Luis Obispo County Planning and Building Department located at 976 Osos Street, San Luis Obispo CA.

http://www.co.monterey.ca.us/planning/major/California%20Flats%20Solar/California_Flats_Solar.htm

Table 1 summarizes the environmental impacts, mitigation measures, and residual impacts associated with implementation of the portion of the project in San Luis Obispo County. The following impacts from the FEIR would occur only in Monterey County, and therefore do not apply to the San Luis Obispo County-portion of the proposed access road:

- AES-4 (glint and glare from solar modules)
- AG-1 (conversion of Prime and Unique Farmland within utility corridor)
- AG-2 (conflicts with agricultural zoning or Williamson Act contract)
- AQ-1 (consistency with the Monterey Bay Unified Air Quality Management Plan)
- AQ-2 (generation of temporary air pollutants within the MBUAPCD's thresholds of significance)
- B-5 (conflicts with local policies protecting biological resources [tree impact/removal])
- GEO-2 (landslide potential)
- GHG-1 (GHG emissions displacement [beneficial impact])
- HAZ-5 (disposal of decommissioned PV solar modules)
- LU-2 (consistency with Monterey County South County Area Plan)

Table 1
Summary of Significant Environmental Impacts,
Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
AESTHETICS		
Impact AES-1 The project site is not located within view of a designated state scenic highway; however, construction of the project would temporarily alter motorists' views from SR 41, which provides scenic vistas in the vicinity of the site. Impacts would be Class II, <i>significant but mitigable</i> . [Threshold 1]	AES-1 Temporary Fencing at SR 41 Staging Areas. The applicant shall install opaque temporary fencing at construction staging areas within 0.5 miles of SR 41. The placement and design of temporary fencing shall be sufficient to obstruct views of any construction activities from the perspective of motorists on SR 41. Fencing shall be erected for the duration of construction activities at staging areas within 0.5 mile of SR 41.	Impacts would be less than significant after mitigation.
Impact AES-2 Construction and operation of the proposed project would visually transform the existing character of the project site from a rural, ranching landscape, to a renewable energy development with associated infrastructure. Although operation of the project would not permanently substantially degrade the existing character or quality of the area, as viewed from a public viewing area, construction staging areas along SR 41 would temporarily alter rural views for motorists. Impacts would be Class II, <i>significant but mitigable</i> . [Threshold 3]	The incorporation of mitigation measure AES-1 would minimize impacts.	Impacts would be less than significant after mitigation.
Impact AES-3 The proposed project would introduce new sources of lighting that could adversely affect the existing visual resources in the area. Impacts would be Class II, <i>significant but mitigable</i> . [Threshold 4]	AES-3(a) Minimize Construction Lighting. Prior to issuance of construction permits, the applicant shall prepare a Construction Lighting Plan showing night lighting for construction and parking areas on construction plans and submit to the RMA – Planning Department for review and approval. Night lighting of construction and parking areas shall be minimized in both brightness and extent to the maximum extent possible, consistent with the safety needs of the facility. All lighting shall be shielded, with all direct lighting limited to within the parking or construction area, and with no upwardly directed lighting. Security lighting for construction storage areas shall also be hooded and directed down and into the site, with no off-site light trespass. This requirement shall be specified in contracts with contractors and subcontractors that may require nighttime construction lighting. The Plan shall include the location, type, and wattage of all external light fixtures and include catalog sheets of each fixture. The approved Construction Lighting Plan shall be incorporated into the construction plans submitted to RMA – Building Services for the project.	Impacts would be less than significant after mitigation.

Table 1
Summary of Significant Environmental Impacts,
Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
AGRICULTURAL RESOURCES		
Impact AG-3 Construction, operation, and potential future decommissioning of the proposed project would not result in the permanent conversion of adjacent farmland (i.e., Prime, Unique, or Statewide Importance) to a non-agricultural use. The project could indirectly affect adjacent agricultural use due to temporary construction-related effects, but the proposed project would not impair agricultural use, including grazing, of nearby properties such that adjacent Farmland would be converted to a non-agricultural use. This is a Class III, <i>less than significant</i> , impact. [Threshold 5]	No mitigation measures are required. The proposed project contains design features (i.e., applicant proposed measures or APMs) intended to minimize the potential temporary impacts associated with project construction and thereby limit potential secondary effects to adjacent agricultural uses. Applicable measures include the implementation of Best Management Practices (BMPs) during project construction, including providing ongoing coordination with the adjacent property owners concerning construction activities (APM-2), installing mud shakers and/or rumble strips to limit the transport of invasive species (APM-3), implementing applicable SWPPP and erosion control measures (APM-7), implementing a dust control plan to minimize fugitive dust emissions (APM-4), developing a hazardous materials response plan (APM-6), and implementing a post-construction restoration and revegetation plan (APM-5). These measures would minimize the extent of potential indirect impacts to adjacent agricultural uses.	Impacts would be less than significant without mitigation.
AIR QUALITY		
Impact AQ-3 The proposed project would incrementally increase the number of vehicles on roadways as a result of ongoing operations, which would contribute to long-term regional pollutant emissions. However, criteria pollutant emissions associated with local trips would be balanced by displaced emissions associated with the project's generation of renewable energy that would reduce demand for new fossil fuel-fired facilities. Regionally, the proposed project would reduce operational air pollutant emissions, and resulting long-term air quality impacts would be Class IV, <i>beneficial</i> . [Thresholds 2, 3]	No mitigation measures are required.	Impacts would be beneficial.
Impact AQ-4 The project would not expose sensitive receptors to substantial pollutant concentrations associated with construction dust,	No mitigation measures are required. Mitigation Measures AQ-2(a), and AQ-2(b) , and AQ-2(c) would further reduce exposure of sensitive receptors to substantial pollutant concentrations.	Impacts would be less than significant without mitigation.

Table 1
Summary of Significant Environmental Impacts,
Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
carbon monoxide hotspots, toxic air contaminants, or naturally-occurring asbestos. Impacts related to localized pollutants would therefore be Class III, less than significant. [Threshold 4]		
Impact AQ-5 The project would not create objectionable odors that would affect neighboring properties. Impacts related to odors would be Class III, <i>less than significant</i> . [Threshold 5]	No mitigation measures are required.	Impacts would be less than significant without mitigation.
Impact AQ-6 Construction activities could generate dust and expose sensitive receptors to potential health hazards associated with the <i>Coccidioides</i> fungus (Valley Fever). Impacts related to Valley Fever would be Class II, significant but mitigable. [Threshold 4]	<p>AQ-6(a) Valley Fever Management Plan. AQ-6(a) Valley Fever Management Plan. The project applicant shall identify and retain a licensed occupational medicine physician (M.D.) specializing in pulmonary epidemiology, subject to approval by the the Monterey County Health Department (Health Officer), to assist with the development and implementation of a Valley Fever Management Plan (VFMP). The VFMP shall include a job hazard analysis [in compliance with California Occupational Safety and Health Administration (Cal/OSHA) regulations] for any worker that will be exposed to dust. The VFMP shall further include specific measures to reduce the potential for exposure to Valley Fever. The project applicant and the Monterey County Health Department may consult with MBUAPCD and the Cal/OSHA Compliance Program as needed in identifying a specialist M.D. and in developing the VFMP.</p> <p>Prior to issuance of grading permits, the applicant shall submit the VFMP to the Monterey County Health Department for review and approval. The VFMP shall identify appropriate dust management and safety procedures that shall be implemented, as needed, to minimize worker and public exposure to dust potentially containing the <i>Coccidioides</i> spore. Measures in the VFMP may include the following:</p> <ul style="list-style-type: none"> • Provide HEP-filtered air-conditioned enclosed cabs on heavy equipment. Train workers on proper use of cabs, such as turning on air conditioning prior to using the equipment. • Provide communication methods, such as two-way radios, for use in enclosed cabs. • Require National Institute for Occupational Safety and Health (NIOSH)-approved-half-face respirators equipped with N-100 or P-100 filters to be used during any worker collocation with surface disturbance activities if determined to be needed based upon the applicable job hazard analysis. • Workers that are required to use respirators as determined by a job hazard analysis shall be medically evaluated, fit-tested, and properly trained on the use of the respirators, and a respiratory 	The required mitigation measures, in combination with Mitigation Measure AQ-2(a), would minimize the risk of exposure for construction personnel and off-site receptors to a less than significant level.

Table 1
Summary of Significant Environmental Impacts,
Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
	<p>protection program shall be implemented in accordance with the applicable Cal/OSHA Respiratory Protection Standard (8 CCR 5144).</p> <ul style="list-style-type: none"> • Provide separate, clean eating areas with hand-washing facilities. • Thoroughly clean construction tools, equipment, and vehicles with water before they are moved offsite to other work locations. • Equipment inspection and washing stations shall be established and manned at each construction equipment access/egress point. Spot examination of construction equipment for water washing via portable equipment in accordance with SWPPP BMPs shall be performed in order to prevent track-out of transport of material potentially carrying the <i>Coccidioides</i> spore. • Suitable coveralls and change facilities shall be made available to all on-site workers. Workers perform work in areas where fresh ground disturbance presents a risk of exposure to the <i>Coccidioides</i> spore shall be required to change clothes after work every day before leaving the work site, to prevent distribution of <i>Coccidioides</i> to non-endemic areas, as determined to be needed based upon the applicable job hazard analysis. • Establish sub-contract language clearly indicating that all subcontractors are obligated to comply fully with the meaning and intent of Title 8 California Code of Regulations Sections 5141 and 5144, subject to audit and contract enforcement by the applicant. • Establish and execute auditing protocols to ensure subcontractor compliance with all provisions of the VFMP and provide monthly audit summary data, potential deviations noted and corrective actions implemented to the Monterey County Department of Health and County of Monterey RMA-Planning Department. • Each primary employer of contracted workers shall be required by the terms and conditions of their contract for services to retain and consult with an Occupational Medicine Professional, licensed by either the Medical Board of California or the Osteopathic Board of California to develop a protocol to medically evaluate employees who develop symptoms of Valley Fever. Reporting of symptoms of Valley Fever and diagnosed cases of Valley Fever must occur consistent with County and State requirements. <p>AQ-6(b) Additional Valley Fever Dust Suppression Measures. If peak daily wind speeds exceed 15 mph or peak daily temperatures exceed 95 degrees Fahrenheit for three consecutive days, additional dust suppression measures (such as additional water or the application of additional soil stabilizer) shall be implemented prior to and immediately following ground disturbing activities. The additional dust suppression shall continue until winds are 10 mph or lower and outdoor air temperatures are below a peak daily temperature of 90 degrees for at least two consecutive</p>	

Table 1
Summary of Significant Environmental Impacts,
Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
	<p>days. The additional dust suppression measures shall be incorporated into the Final Construction Management Plan. The Final Construction Management Plan shall be submitted to the County of Monterey RMA-Planning Department for review and approval prior to commencing ground disturbing activities (e.g., grading, filling, trenching).</p> <p>AQ-6(c) Monterey County Health Department Notification. Monterey County Health Department Notification. The project applicant shall notify the Monterey County Health Department (Health Officer) and the Monterey County RMA-Planning Department not more than 60 nor less than 30 days before construction activities commence to allow the Health Officer opportunity to provide educational outreach to community members and medical providers, as well as enhanced disease surveillance in the area both during and after construction activities involving grading.</p> <p>AQ-6(d) Valley Fever Worker Training Program and Safety Measures. Prior to any project grading activity, the primary project construction contractor shall prepare and implement a worker training program that describes potential health hazards associated with Valley Fever, common symptoms, proper safety procedures to minimize health hazards, and notification procedures if suspected work-related symptoms are identified during construction, including the fact that certain ethnic groups and immune-compromised persons are at greater risk of becoming ill with Valley Fever. The objective of the training shall be to ensure the workers are aware of the danger associated with Valley Fever. The worker training program shall be included in the standard in-person training for project workers, and shall identify safety measures to be implemented by construction contractors during construction, including all safety measures included in the Valley Fever Management Plan prepared pursuant to Mitigation Measure AQ-6(a). Prior to initiating any grading, the project applicant shall provide the Monterey County RMA – Planning Department and the Monterey County Health Department with copies of all educational training material for review and approval. No later than 30 days after any new employee or employees begin work, the project applicant shall submit evidence to the Monterey County RMA – Planning Department that each employee has acknowledged receipt of the training (e.g., sign-in sheets with a statement verifying receipt and understanding of the training).</p> <p>AQ-6(e) Valley Fever Information Handout. The applicant shall work with a medical professional, in consultation with the Monterey County Health Department, to develop an educational handout for on-site workers and surrounding residents within three miles of the project site, and include the following information on Valley Fever: what are the potential sources/ causes, what are the common symptoms, what are the options or remedies available should</p>	

Table 1
Summary of Significant Environmental Impacts,
Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
	someone be experiencing these symptoms, and where testing for infection is available. Prior to construction permit issuance, this handout shall have been created by the applicant and reviewed by the County. No less than 30 days prior to any surface disturbance (e.g., grading, filling, trenching) work commencing, this handout shall be mailed to all existing residences within three miles of the project boundaries.	
Impact AQ-7 The proposed project would result in temporary air quality impacts as a result of project decommissioning. The extent of these effects would depend on future conditions in effect at that time, although project decommissioning is anticipated to result in air quality impacts comparable to project construction. Impacts related to decommissioning would be Class I, significant and unavoidable. [Thresholds 2, 3]	Mitigation Measures AQ-2(a), AQ-2(b), and AQ-2(c) would reduce fugitive dust and exhaust emissions associated with project decommissioning. These mitigation measures, or equivalent measures based on available technology at the time of project decommissioning, would be required during project decommissioning, if proposed.	As described in Impact AQ-2, Mitigation Measures AQ-2(a), AQ-2(b), and AQ-2(c) would reduce project construction emissions, but emissions would remain significant and unavoidable. Therefore, emissions from decommissioning remain significant and unavoidable.
Impact AQ-8 The proposed project would not result in any new land uses and would not change existing land uses within the SCCAB or SJVAB, and would result in a net reduction in long-term pollutant emissions. Therefore, the project would not conflict with the Air Quality Management Plan (AQMP) for any other air basin. This impact would be Class III, <i>less than significant</i> . [Threshold 1]	No mitigation measures are required.	Impacts would be less than significant without mitigation.
Impact AQ-9 Construction of the proposed project would result in the temporary generation of air pollutants, which would affect local air quality. Short-term emissions of ozone precursors and PM ₁₀ during the construction period would exceed SLOAPCD thresholds. Impacts would be Class I, significant and unavoidable.	Mitigation Measures AQ-2(a), AQ-2(b), and AQ-2(c) are required for the proposed project, and are based on SLOAPCD recommendations for mitigating construction emission thresholds of significance. These measures are consistent with standard MBUAPCD and SLOAPCD recommended measures, and would ensure that construction-phase mitigation is uniformly applied across the project. In addition, SLOAPCD CEQA Air Quality Handbook (April 2012) requires projects that cannot mitigated their construction emissions below the SLOAPCD thresholds of significance with on-site mitigation to develop a Construction Activity Management Plan that includes off-site mitigation to reduce emissions below the applicable threshold. Preparation of a Final Construction Management Plan (CMP) is required by	With implementation of Mitigation Measures AQ-2(a), AQ-2(b), AQ-2(c), and AQ-9, temporary emissions within the SCCAB during construction would be reduced to the maximum extent feasible, but would continue to exceed ambient air quality standards within the SCCAB. Therefore, the impact would be significant and unavoidable.

Table 1
Summary of Significant Environmental Impacts,
Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
[Threshold 2]	<p>APM-2, described in Section 2.0, <i>Project Description</i>. Therefore, the following mitigation measure is required to minimize construction emissions within the SCCAB:</p> <p>AQ-9 Construction Management Plan Requirements. The Final Construction Management Plan (CMP) proposed as Applicant Proposed Measure 2 (APM-2) shall include the following construction emissions reduction measures, recommended by SLOAPCD:</p> <ul style="list-style-type: none"> • Best Available Control Technology for Construction equipment (BACT) measures to reduce construction emissions, which can include: <ul style="list-style-type: none"> ○ Repowering equipment with the cleanest engines available; ○ Installing California Verified Diesel Emission Control Strategies. These strategies are listed at: http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm • Schedule activities to minimize the amount of large construction equipment operating simultaneously during any given time period; and • Scheduling of construction truck trips during non-peak hours to reduce peak hour emissions. <p>The CMP shall be submitted to the County of Monterey RMA-Planning Department for review and approval.</p>	
BIOLOGICAL RESOURCES		
<p>Impact B-1 Implementation of the proposed project could have a substantial adverse effect, either directly or through habitat modifications, on species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. This impact would be Class II, <i>significant but mitigable</i>.</p>	<p><u>NOTE FULL MITIGATION MEASURES ARE DETAILED IN CEQA FINDINGS, CONDITIONS OF APPROVAL AND MITIGATION MONITORING AND REPORTING PROGRAM</u></p> <p>B-1(a) Nested Compensatory Mitigation</p> <p>B-1(b) Habitat Mitigation and Monitoring Plan</p> <p>B-1(c) Pre-Construction Special Status Plant Surveys</p> <p>B-1(d) Special Status Plant Species Avoidance and Minimization</p> <p>B-1(e) Compensatory Mitigation for Special Status Plant Species</p> <p>B-1(f) Preconstruction Surveys for American Badger</p> <p>B-1(g) American Badger Avoidance and Minimization</p> <p>B-1(h) Preconstruction Surveys for San Joaquin Kit Fox.</p> <p>B-1 (i) San Joaquin Kit Fox Den Avoidance and Minimization Measures</p> <p>B-1(j) Compensatory Habitat Mitigation for San Joaquin Kit Fox</p> <p>B-1(k) Remove Wild Animal and Livestock Carcasses</p> <p>B-1(l) Preconstruction Surveys for Burrowing Owl</p> <p>B-1(m) Burrowing Owl Avoidance and Minimization</p>	<p>Impacts would be less than significant.</p>

Table 1
Summary of Significant Environmental Impacts,
Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
	<p>Measures</p> <p>B-1(n) Compensatory Habitat Mitigation for Burrowing Owl</p> <p>B-1(o) Preconstruction Surveys for Coachwhip and Coast Horned Lizard</p> <p>B-1(r) Preconstruction Surveys for Raptors and Other Special Status Bird Species</p> <p>B-1(t) Preconstruction Surveys and Avoidance of Western Pond Turtle</p> <p>B-1(u) Preconstruction Surveys and Avoidance of Western Spadefoot.</p> <p>B-1(v) Compensatory Mitigation for Western Spadefoot Toad</p> <p>B-1(w) California Tiger Salamander and California Red-Legged Frog Relocation Sites</p> <p>B-1(x) California Red-Legged Frog Construction Barriers.</p> <p>B-1(y) Construction Timing, Preconstruction Surveys and Avoidance Measures for California Red-Legged Frog</p> <p>B-1(z) Compensatory Mitigation for California Red-Legged Frog</p> <p>B-1(aa) California Tiger Salamander Construction Barriers</p> <p>B-1(bb) California Tiger Salamander Daily Pre-activity Surveys</p> <p>B-1(cc) Compensatory Mitigation for California Tiger Salamander</p> <p>B-1(ee) Construction Biological Monitoring.</p> <p>B-1(ff) Special Status Animal Species General Avoidance Measures and Construction Best Management Practices.</p> <p>B-1(gg) Worker Environmental Education Program.</p>	
<p>Impact B-2 Implementation of the proposed project could have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S.</p>	<p>B-2(b) Habitat Restoration and Revegetation Plan.</p> <p>B-2(c) Project Vegetation and Invasive Species Management Plan.</p> <p>B-2(e) Riparian/Stream Habitat Setbacks.</p> <p>B-2(f) Stream Channel Avoidance and Minimization.</p> <p>B-2(h) Show streams and riparian habitat, and associated setbacks, on construction drawings.</p>	<p>Impacts would be less than significant.</p>

Table 1
Summary of Significant Environmental Impacts,
Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
Fish and Wildlife Service. This impact would be Class II, <i>significant but mitigable</i> . [Threshold 2]	B-2(i) Riparian/Stream Mitigation.	
Impact B-3 Implementation of the proposed project could have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. This impact would be Class II, <i>significant but mitigable</i> .	B-3(a) Wetland Avoidance and Minimization. B-3(d) Wetland Habitat Mitigation.	Impacts would be less than significant.
Impact B-4 Implementation of the proposed project could interfere substantially with the movement of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. This impact would be Class II, <i>significant but mitigable</i> .	B-4(a) Pronghorn Calving Ground Avoidance and Minimization. B-4(b) Pronghorn-Friendly Fence Design.	Impacts would be less than significant.
CULTURAL RESOURCES		
Impact CR-1 Construction and decommissioning of the proposed project would involve surface excavation, which has the potential to unearth or adversely impact identified NRHP/CRHR-eligible prehistoric or historic archaeological resources. Impacts would be Class II, <i>significant but mitigable</i> . [Threshold 1]	CR-1(a) Archaeological Site Avoidance. Wherever feasible, direct impacts on NRHP/CRHR-eligible archaeological sites shall be avoided. Avoidance shall be accomplished by preventing any direct ground disturbance of the resource. If avoidance of any direct disturbance is deemed feasible by RMA – Planning based on the sensitivity of the resource relative to the severity of impact, the boundaries of the NRHP/CRHR-eligible sites shall be marked in the field by a Registered Professional Archaeologist prior to ground disturbance with exclusionary fencing, lath, flagging tape, or some other combination of material that is highly visible, durable, and which construction and management personnel can recognize as marking an exclusion zone where no earth disturbance or other activity shall occur. Exclusion zones shall be inspected weekly by an archaeological monitor or other environmental inspector to ensure that they are being honored, remain effective, and in place. If complete avoidance is not feasible, mitigation measures CR-1(b) and CR-1(c) shall apply. CR-1(b) Site Capping and Data Indexing. If direct disturbance of NRHP/CRHR-eligible archaeological or historic resources cannot be avoided, placement of chemically neutral, culturally sterile, nonreactive fill on	Implementation of mitigation measures CR-1(a) through CR-1(f) would reduce impacts to historic and archaeological cultural resources to a less than significant level.

Table 1
Summary of Significant Environmental Impacts,
Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
	<p>top of the sites, rather than cutting into the cultural deposits, shall be required, when determined feasible by the Monterey County RMA – Planning Department. Because sites on which fill would be placed would no longer be accessible to research, a data indexing program shall be implemented to characterize the nature of the portions of the site to be buried (if they have not been sampled previously). The indexing program shall include mapping the location of surface artifacts within the proposed areas of fill; surface collection of those artifacts; and excavation of a small sample, determined by a Registered Professional Archaeologist, of the cultural deposit to characterize the nature of the buried deposit. All earth disturbances associated with placement of the fill shall also be monitored by a qualified archaeological monitor under the direction of a Registered Professional Archaeologist, as well as a tribal consultant if the site is of Native American origin, to prevent any residual impact associated with the loss of research data. Cultural materials recovered during the data indexing program shall be curated at an appropriate archaeological curation facility and copies of all reports shall be provided to RMA-Planning and the Northwest Information Center at Sonoma State University. The reports shall include detailed geospatial data regarding the locations of capped sites and these data shall be used to avoid new impacts during decommissioning.</p> <p>CR-1(c) Data Recovery Excavation. If avoidance [CR-1(a)] or capping [CR-1(b)] of NRHP/CRHR-eligible cultural resources is not possible, the project applicant shall complete a Phase III data recovery excavation program for significant cultural resources that would be impacted prior to project disturbance. Phase III data recovery shall be directed by a Registered Professional Archaeologist and include the preparation of a work plan/research design, fieldwork, laboratory analysis of recovered artifacts and ecofacts, special studies if appropriate, the preparation of a technical report, and curation of recovered materials. The Research Design shall be reviewed and approved by the Monterey County RMA—Planning Department prior to its implementation. A tribal consultant shall be present for all data recovery excavations of sites of Native American origin.</p> <p>CR-1(d) Archaeological Resource Worker Environmental Awareness Program. Prior to the commencement of construction a Registered Professional Archaeologist or a monitor under their direction shall provide a Worker Environmental Awareness Program (WEAP) for the general contractor, subcontractor(s), and construction workers participating in earth disturbing activities. The WEAP training shall describe the potential of exposing archaeological resources, the types of cultural materials that may be encountered, and directions on the steps that shall be taken if such a find is encountered. This training may be presented alongside other environmental training programs required prior to construction. A WEAP acknowledgment form must be signed by all workers who receive the training.</p>	

Table 1
Summary of Significant Environmental Impacts,
Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
	<p>CR-1(e) Archaeological Resource Construction Monitoring. A qualified archaeologist shall be retained by the applicant to be present during all earth moving activities that have the potential to affect archaeological or historical sites. In the event that previously unidentified prehistoric or historic archaeological materials or human remains are encountered during project construction, mitigation measure CR-2 shall take effect. A monitoring report shall be submitted to RMA County Planning upon completion of construction.</p> <p>CR-1(f) Native American Construction Monitoring. A tribal consultant (Native American monitor) shall be retained by the applicant to be present during all earth moving activities that have the potential to affect prehistoric archaeological sites. The Native American monitor shall prepare daily logs and submit weekly updates to RMA – Planning.</p>	
<p>Impact CR-2 Construction and decommissioning of the proposed project would involve surface excavation, which has the potential to unearth or adversely impact previously unidentified cultural resources. Impacts would be Class II, <i>significant but mitigable</i>. [Threshold 2]</p>	<p>CR-2 Previously Unidentified Archaeological Resources. If previously unidentified prehistoric or historic archaeological resources are encountered during construction or land modification activities, work within the immediate vicinity of the find shall stop and the Applicant and the Monterey County RMA – Planning Department and project archaeologist shall be notified immediately. The project archaeologist, at the Applicant's expense, will assess the content, age, association, and integrity of the find and the Applicant shall provide the Monterey County RMA – Planning Department with sufficient information to determine whether the resource is a CRHR-eligible resource. If the Monterey County RMA – Planning Department determines that the resource is not CRHR eligible or that it is CRHR eligible, but that additional data recovery would only yield redundant information, no additional mitigation will be required and construction can proceed. If the Monterey County RMA – Planning Department determines that the resource is CRHR eligible and that the discovery has significant historical associations or could yield additional scientific information about local or regional history or prehistory that has not been recovered during prior investigations, the Applicant shall implement MM-CR-1(a)-(c) and if of Native American origin CR-1(e).</p> <p>If the site is determined insignificant, no further mitigation shall be required. However, archaeological and Native American monitoring may still be required in the vicinity of the site in accordance with mitigation measures CR-1(e) and CR-1(f).</p>	<p>Implementation of mitigation measure CR-2 would reduce impacts to previously undiscovered cultural resources to a less than significant level.</p>
<p>Impact CR-3 Construction and decommissioning of the proposed project would involve surface excavation, which has the potential to unearth or adversely impact previously unidentified human remains. Impacts</p>	<p>The project, as a standard condition of approval, would require compliance with Section 7050.5 of the Health and Safety Code for the treatment and disposition of human remains.</p>	<p>Impacts would be less than significant.</p>

Table 1
Summary of Significant Environmental Impacts,
Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
would be Class III, <i>less than significant</i> . [Threshold 4]		
<p>Impact CR-4 Construction of the proposed project would involve surface excavation. Although unlikely, these activities have the potential to unearth or impact previously unidentified paleontological resources. Impacts would be Class II, <i>significant but mitigable</i>. [Threshold 3]</p>	<p>CR-4(a) Paleontological Resource Mitigation Plan. Prior to grading activities, a Paleontological Resource Mitigation Plan (PRMP) shall be prepared for the project by a qualified professional paleontologist as defined by the Society of Vertebrate Paleontology (SVP 2010). The PRMP should include a map identifying the locations where monitoring is required, provide protocols for construction monitoring and the recovery of significant fossils, identify the Project Paleontologist and on-site monitors, and make provisions for fossil preparation, curation, and reporting. The PRMP shall be reviewed and approved by the Monterey County RMA - Planning Department prior to its implementation.</p> <p>CR-4(b) Paleontological Resource Construction Monitoring. Full-time monitoring shall be required during ground disturbing activities in areas determined to have a high paleontological sensitivity. All work shall be conducted by a qualified paleontological monitor as defined by the SVP (2010) and in conformance with the PRMP (mitigation measure CR-4a). Monitoring efforts can be reduced or eliminated at the discretion of the Project Paleontologist if, after 50 % of the excavations are completed, no fossil resources are encountered. If deemed appropriate by the Project Paleontologist, part-time monitoring or spot checking may occur during the construction of the project in areas underlain by Quaternary surficial alluvial sediments to determine if underlying sensitive geologic units are being impacted by construction and at what depth.</p> <p>If significant fossils are unearthed during construction, paleontological recovery shall be carried out. Recovery shall include: salvage of significant fossils; washing of representative samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates; preparation of recovered specimens to a point of identification to the lowest taxonomic level and permanent preservation; identification, curation, and accession of specimens into a museum repository with permanent retrievable storage; preparation of a report of findings by the Project Paleontologist with an appended itemized inventory of specimens. The report, inventory, and record of accession shall be submitted to Monterey County and the curation facility, and its submission shall signify completion of the program to mitigate impacts to paleontological resources</p>	<p>Implementation of mitigation measures CR-4(a) and CR-4(b) would reduce impacts to previously undiscovered paleontological resources to a less than significant level.</p>
GEOLOGY/SOILS		
<p>Impact GEO-1 The proposed utility corridor would cross three faults including the San Andreas Fault, the Jack Ranch Fault, and the Gold Hill Thrust Fault. The active San Andreas Fault has the potential to expose people or</p>	<p>No mitigation is required.</p>	<p>Impacts would be less than significant without mitigation.</p>

Table 1
Summary of Significant Environmental Impacts,
Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
structures to substantial adverse effects involving surface rupture hazards, strong seismic shaking or seismic-related ground failure, including liquefaction. Impacts would be Class III, <i>less than significant</i> . [Threshold 1 & 3]		
Impact GEO-3 Project construction, operation, and decommissioning could result in soil erosion or loss of topsoil. However, compliance with the NPDES construction stormwater program and implementation of measures promoting infiltration, as identified in a final, design-level drainage analysis, would minimize erosion. Impacts would be Class III, <i>less than significant</i> . [Threshold 2]	Compliance with Monterey County requirements for erosion control and grading would partially reduce impacts. In addition, compliance with recommendations in a required final, design-level drainage analysis, and compliance with the project's construction SWPPP, as described in Section 4.9, <i>Hydrology and Water Quality</i> , as well as proposed project design features (i.e., APMs), would reduce erosion impacts to a less than significant level. No mitigation is required.	Impacts would be less than significant without mitigation.
Impact GEO-4 Portions of the project area contain expansive soils, which could expose people or structures to potential substantial adverse effects. Impacts would be Class III, <i>less than significant</i> . [Threshold 4]	Impacts would be less than significant without mitigation.	Impacts would be less than significant without mitigation.
GREENHOUSE GAS EMISSIONS/CLIMATE CHANGE		
Impact GHG-2 The proposed project would not conflict with State GHG reduction goals, or any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. This impact would be Class III, <i>less than significant</i> . [Threshold 2]	No mitigation would be required.	Impacts would be less than significant without mitigation.
HAZARDS AND HAZARDOUS MATERIALS		
Impact HAZ-1 The majority of site disturbance at the project site would not occur in an area historically used for croplands. Impacts related to exposure to agricultural chemicals in on-site soils would be Class III, <i>less than</i>	No mitigation measures are required.	Impacts would be less than significant without mitigation.

Table 1
Summary of Significant Environmental Impacts,
Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
<i>significant.</i> [Thresholds 1, 2]		
Impact HAZ-2 Construction, operation, and decommissioning activities would include the use, storage, and/or transport of hazardous materials that could potentially create a safety hazard to the public or environment. The potential hazards associated with the use, transport and/or storage of hazardous materials would be Class III, <i>less than significant.</i> [Threshold 1]	No mitigation measures are required.	Impacts would be less than significant without mitigation.
Impact HAZ-3 No public utilities provide services to the project site. However, an unknown number of public utilities traverse the site, which may pose a risk of upset or accident conditions involving the release of hazardous materials into the environment. Impacts would be Class II, <i>significant but mitigable.</i> [Threshold 2]	HAZ-3 Locate Underground Utilities. To identify and avoid subsurface utility lines at the project site, Underground Service Alert shall be consulted immediately prior to construction. In addition, a private utility locator service shall be consulted immediately prior to start of construction in order to determine the location of any existing underground utilities, including, but not limited to, the underground gas line. Construction plans shall be submitted to PG&E and any other identified utilities for review and comment for grading or excavation proposed within 25 feet of known underground utility lines. The applicant shall submit proof of underground utility location and PG&E plan submittal to the County of Monterey RMA – Planning Department prior to issuance of grading permits.	Implementation of the above mitigation measure would reduce impacts related to risk of upset involving underground utilities to a less than significant level.
Impact HAZ-4 The proposed project is located within a high fire hazard severity zone. As a result, the construction, operation, and decommissioning of the proposed project could expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Impacts would be Class II, <i>significant but mitigable.</i> [Threshold 8]	<p> HAZ-4(a) Final Fuel Management Plan. Prior to the issuance of any construction permit, the applicant shall submit a Final Fuel Management Plan to the County of Monterey RMA – Planning Department for review and approval. The Final Fuel Management Plan shall be prepared in consultation with the Fire Protection District and/or Cal Fire. The Final Fuel Management Plan shall identify emergency access routes, vegetation management measures (e.g. grazing, disking, mowing), road maintenance requirements, fuel modification zones and defensible spaces around structures, applicable emergency response procedures (e.g. notification requirements), and vehicle restrictions during the fire hazard season. Fuel protection zones, including defensible spaces and firebreaks, shall be established and maintained throughout the duration of the project in accordance with state and County minimum clearances and fuel modification standards. </p> <p> HAZ-4(b) Emergency Access. The applicant shall be responsible for maintaining adequate emergency access throughout the duration of project construction, operation, and decommissioning in accordance with the Final Fuel Management Plan. All access gate lock codes, combinations, and/or Knox box codes shall be provided to the Monterey County Emergency Operations Dispatch prior to construction. Also prior to construction, </p>	Impacts would be less than significant.

Table 1
Summary of Significant Environmental Impacts,
Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
	a 24-hour contact person with access to all access gates shall be identified and the contact number provided to the Monterey County Emergency Operations Dispatch.	
Impact HAZ-6 Development on an active cattle ranch could expose workers and nearby sensitive receptors to diseases transmitted from the cattle grazing operations, including anthrax, coccidiosis, and/or anaplasmosis. Impacts related to these animal borne diseases would be Class III, <i>less than significant</i> . [Threshold 2]	No mitigation measures are necessary.	Impacts would be less than significant without mitigation.
HYDROLOGY AND WATER QUALITY		
Impact HYD-1 The proposed project could potentially degrade water quality due to erosion and sedimentation associated with temporary ground-disturbing activities. Compliance with existing federal, state and local requirements would ensure that impacts remain Class III, <i>less than significant</i> . [Thresholds 1, 3, 6]	The project would be required to comply with the NPDES program for stormwater discharges associated with construction activities, including through preparation of a SWPPP and implementation of associated BMPs, as well as implement an erosion control plan consistent with the County of Monterey standards as a condition of project approval. No additional mitigation measures are required.	Impacts would be less than significant without mitigation.
Impact HYD-2 Construction or operation of the project could potentially result in the accidental release of hazardous materials that could degrade water quality. Impacts would be Class II, <i>significant but mitigable</i> . [Thresholds 1, 6]	HYD-2(a) Accidental Spill Control and Environmental Training. Prior to the issuance of any grading and/or building permit, the project proponent shall submit a Spill Response Plan and Spill Prevention, Control and Countermeasure Plan to the County of Monterey for review and approval,... The Spill Response Plan (SRP) in combination with the Spill Prevention, Control and Countermeasure (SPCC) Plan to be prepared for the proposed project shall include procedures for quick and safe clean-up of accidental spills. The SRP and/or SPCC shall prescribe hazardous materials handling procedures for reducing the potential for a spill during construction, and shall include an emergency response program to ensure quick and safe clean-up of accidental spills. Additionally, an environmental training program shall be established to communicate environmental concerns and appropriate work practices, including spill prevention and response measures to all field personnel. A monitoring program shall be implemented to ensure that the plans are followed during all construction, operations, and maintenance activities. The Hazardous Materials Response Plan (HMRP) proposed as part of the project [applicant proposed measure (APM) 6] shall incorporate all of the elements of this mitigation measure. The County of Monterey shall be responsible for reviewing the applicant's proposed HMRP to confirm that it incorporates the requirements of this mitigation measure.	With implementation of the identified mitigation measures, impacts would be reduced to a less than significant level.

Table 1
Summary of Significant Environmental Impacts,
Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
	HYD-2(b) Maintain Vehicles and Equipment. All vehicles and equipment, including all hydraulic hoses, shall be maintained in good working order to minimize leaks that could escape the vehicle or contact the ground. A vehicle and equipment maintenance log shall be updated and provided by the applicant to the County of Monterey RMA – Planning Department on a monthly basis for the duration of project construction.	
Impact HYD-3 Construction and operation of the proposed project would not substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. In addition, the proposed project would have sufficient water supplies available from existing resources and no new or expanded entitlements would be needed. Impacts would be Class III, <i>less than significant</i> . [Thresholds 2, 11]	No mitigation measures would be required.	Impacts would be less than significant without mitigation.
Impact HYD-4 The proposed project could alter the existing drainage pattern of the project area, and would introduce impervious surfaces into an area that is currently undeveloped. The project may therefore increase runoff, potentially resulting in flooding or increased erosion downstream. Impacts would be Class III, <i>less than significant</i> . [Thresholds 3, 4, 5]	No mitigation is required.	Impacts would be less than significant.
Impact HYD-5 The project site contains numerous drainage channels, some of which contain flow depths and velocities that could expose proposed structures to potential flooding hazards. Impacts would be Class III, <i>less than significant</i> . [Threshold 9]	No mitigation is required.	Impacts would be less than significant.
NOISE		
Impact N-1 Operational	No mitigation is required.	Impacts would be less than

Table 1
Summary of Significant Environmental Impacts,
Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
of heavy equipment during project construction and decommissioning would result in a temporary noise level increase that could disturb nearby sensitive receptors. Compliance with County noise protection policies S-7.9 and S-7.10 would ensure that this would be a Class III, <i>less than significant</i> impact. [Thresholds 1, 2, 4]		significant without mitigation.
Impact N-2 Project construction and decommissioning would result in a short-term increase in vehicle trips to and from the project site that could increase traffic noise on area highways. However, this noise is not expected to result in a substantial increase in ambient noise levels on the project site or on affected off-site roadways that would impact nearby sensitive noise receptors. This impact would be Class III, <i>less than significant</i> . [Thresholds 1, 2, 4]	No mitigation is required.	Impacts would be less than significant without mitigation.
Impact N-3 The project would add sources of long-term operational noise to the project site. However, this noise is not expected to result in a substantial increase in ambient noise levels on the project site that would impact nearby sensitive noise receptors. Impacts would be Class III, <i>less than significant</i> . [Threshold 3]	No mitigation is required.	Impacts would be less than significant without mitigation.
Impact N-4 The project would incrementally increase long-term traffic on regional highways during operation of the solar facility. However, this additional traffic would be minimal, and would not substantially increase ambient noise levels. This is a Class III, <i>less than significant</i>	No mitigation is required.	Impacts would be less than significant without mitigation.

Table 1
Summary of Significant Environmental Impacts,
Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
impact. [Thresholds 1, 3]		
PUBLIC SERVICES		
<p>Impact PS-1 The proposed project would substantially increase activity temporarily during construction and incrementally increase demand during operation at a site located in a relatively undeveloped area of the County. Emergency access for fire or emergency medical services may be insufficient and estimated response times would exceed acceptable limits included in the General Plan Public Services Element. Impacts would be Class II, <i>significant but mitigable</i>. [Threshold 1(i)]</p>	<p>PS-1(a) Construction Management Plan. The applicant shall include measures that reduce the demand for fire protection services during project construction in the final Construction Management Plan subject to the review and approval of CAL FIRE or the Fire Protection District as applicable. Applicable measures shall include but not be limited to on-site fire suppression, including on-site fire suppression equipment and fire suppression training for on-site personnel. The construction contractor shall be responsible for implementing the final Construction Management Plan, including applicable fire safety measures, for the duration of construction. Prior to the issuance of a construction permit, the applicant shall provide the County with a copy of the final Construction Management Plan approved by CAL FIRE that includes measures that adequately reduce the demand for fire protection services.</p> <p>PS-1(b) Emergency Response Training. During project construction and operation, on-site staff shall receive emergency response training and shall be informed of all emergency response procedures on a minimum annual basis. Prior to operation of the project, the applicant shall consult with South Monterey County FPD/CAL FIRE staff to educate them in emergency response procedures for solar power facilities. In addition, on-site fire suppression equipment (e.g. fire extinguishers) shall be maintained on-site for the duration of project operation.</p> <p>PS-1(c) Fire Protection during Construction. Prior to the issuance of a construction permit, the applicant shall enter into an agreement with CAL FIRE to provide sufficient fire protection services during the non-peak fire season for the duration of project construction via provision of sufficient funding and other measures necessary to keep the CAL FIRE Parkfield substation operational during the non-peak fire season. The measures to assure sufficient fire protection services in accordance with existing standards shall be subject to the review and approval of CAL FIRE and may include but not be limited to the following: funding for provision for fire personnel, purchase of an additional patrol/rescue vehicle, and/or provision of a helicopter landing space in consultation with CAL FIRE, the use of which will be restricted to emergency use only. A copy of the final, executed agreement shall be submitted to the County prior to the issuance of a construction permit.</p>	<p>Compliance with existing County ordinances and implementation of mitigation measures PS-1(a) through PS-1(c) would reduce potential impacts relating to emergency access and provision of emergency services. As noted above, year round staffing at the local Cal Fire station during the construction phase would address response times to the site. Impacts would therefore be less than significant.</p>
<p>Impact PS-2 The proposed project would substantially increase activity temporarily during construction. The project would also incrementally increase demand for police protection services during construction, and to a substantially lesser</p>	<p>No mitigation measures would be required to reduce impacts to police protection services.</p>	<p>Impacts would be less than significant without mitigation.</p>

Table 1
Summary of Significant Environmental Impacts,
Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
degree, during operation at a site located in a relatively undeveloped area of the County. The increase in activity is not expected to impede police emergency response times from the South County Station. Impacts would be Class III, <i>less than significant</i> . [Threshold 1(ii)]		
Impact PS-3 The proposed project would generate solid waste during project construction, operation, and decommissioning. Solid waste generated during project construction and operation would not exceed the capacity of the landfills which would potentially serve the site. Solid waste generated during project decommissioning would be accommodated by landfills in existence at the time and would be disposed of in accordance with applicable laws and regulations. Impacts would be Class III, <i>less than significant</i> . [Thresholds 2, 3]	No mitigation is required.	Impacts to solid waste services and facilities would be less than significant without mitigation.
TRANSPORTATION/TRAFFIC		
Impact T-1 Project generated traffic during the construction phase would result in the incremental increase of traffic on segment of SR 46 between SR 41 and Branch Road that currently operates at an unacceptable LOS E. Impacts would be Class I, <i>significant and unavoidable</i> . [Thresholds 1, 2]	Mitigation measures are not available to fully address the identified impact.	Impacts would remain significant and unavoidable.
Impact T-2 Project generated traffic during the construction phase would add trips to the intersection of SR 41/SR 46, which currently operates at an unacceptable LOS F	T-2 Friday Peak Hour Control Measures – Construction Phase. All project generated traffic bound for SR 46 eastbound that would make the southbound left turn movement at the intersection of SR 41/SR 46 shall be removed by implementing traffic control measures at the project access road exit during the Friday PM peak hour between 4:35 PM and 5:35 PM. Truck delivery and construction workers bound for	The removal of project generated trips destined for SR 46 east would divert all project trips from the southbound right turn movement and ultimately from the eastbound SR 46 during the Friday PM Peak

Table 1
Summary of Significant Environmental Impacts,
Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
during the Friday PM Peak Hour. Impacts would be Class II, <i>significant but mitigable</i> . [Thresholds 1, 2]	eastbound SR 46 shall be prohibited from making right turns from the project access road onto SR 41 by a flagman located at the project access road during the Friday PM peak hour. Vehicle destinations shall be identified by vehicle badges. The flagman shall identify these vehicles and direct them to make an eastbound left out movement from the project access road onto SR 41 east.	Hour. Impacts would be reduced to a less than significant level
Impact T-3 SR 46 between SR 41 and Branch Road currently operates at an unacceptable LOS E. Project generated traffic during the operational phase would add an additional 20 trips per day to this roadway segment, resulting in a significant impact to roadway operations based on Caltrans significance thresholds. Future Caltrans roadway improvements would eliminate this impact; however, until such time as the improvements are complete project impacts to roadway operations would be Class I, <i>significant and unavoidable</i> . [Thresholds 1, 2]	No mitigation measures are available to address this impact.	Impacts to SR 46 roadway operations would be mitigated by the planned Caltrans widening project. Some portions of the widening project have been constructed or are currently under construction. The remaining plans for the project are anticipated to be under construction by 2018 and have been validated by a review of Caltrans SR 46 Corridor Improvement Plan (CIP). However, due to the uncertainty of project completion dates, operational impacts to roadway segment operations remain significant and unavoidable until such time as roadway upgrades are complete (estimated to be after 2018 as per Kimley-Horn, 2013), when impacts would be reduced to less than significant.
Impact T-4 Project generated traffic during the operation phase would add trips to the intersection of SR 41 / SR 46, which currently operates at an unacceptable LOS F during the Friday PM Peak Hour. Impacts would be Class II, <i>significant but mitigable</i> . [Thresholds 1, 2]	T-4 Friday Peak Hour Control Measures – Operation Phase. Until the completion of Caltrans improvements to the intersection of SR 41/46, all project generated traffic bound for SR 46 eastbound that would make the southbound left turn movement at the intersection of SR 41/SR 46 shall be removed by implementing traffic control measures at the project access road exit during the Friday PM peak hour between 4:35 PM and 5:35 PM. Employees bound for eastbound SR 46 shall be prohibited from making right turns from the project access road onto SR 41 by a flagman located at the project access road during the Friday PM peak hour. The flagman shall identify these vehicles and direct them to make a left out movement from the project access road onto SR 41 east.	The removal of project generated trips destined for SR 46 east would divert all project trips from the southbound right turn movement and ultimately from the eastbound SR 46 during the Friday PM Peak Hour. With implementation of this mitigation, impacts would be less than significant.
Impact T-5 Although the use of the SR 41/Private Access Road intersection as the site's primary entry point would minimize design hazards, the addition of traffic to the SR 41/SR 46 intersection during construction and	The flagman, as required by mitigation measures T-2 and T-4, would partially reduce hazard related impacts at the SR 41/SR 46 intersection during the Friday PM Peak hour. However, no mitigation measures are available to fully reduce hazard-related impacts at the SR 41/SR 46 intersection to a less than significant level.	Impacts would remain significant and unavoidable until such time as the planned improvements at the SR 41/SR 46 intersection are complete.

Table 1
Summary of Significant Environmental Impacts,
Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
operation of the proposed project would substantially increase hazards at that intersection, where accident rates are currently more than two times the statewide average. Impacts would be Class I, <i>significant and unavoidable</i> . [Threshold 4]		
Impact T-6 Proposed access and internal site roadway widths would be sufficient to accommodate emergency vehicle access. However, the gates located at the entrances to the site and along the internal access roads could impede emergency vehicle access. Compliance with existing local requirements would ensure that impacts remain Class III, <i>less than significant</i> . [Threshold 5]	No mitigation is required.	Impacts would be less than significant without mitigation.
Impact T-7 An employee shuttle service would provide transport to and from the site during the construction phase. The exact location, size, and design of the proposed park and ride facilities are not known at this time; therefore, there is the potential for secondary impacts to the environment to occur. Impacts would be Class II, <i>significant but mitigable</i> . [Threshold: multiple]	<p>T-7 Park and Ride Facility Siting. Any proposed park and ride facilities shall be sited in already developed parking lots designed to accommodate large numbers of vehicles (e.g. shopping center locations). All vehicles shall be required to park in designated parking spaces. No permanent new lighting shall be installed. The location of the park and ride facilities within these existing parking lots shall be sited in an area located away from residences and other sensitive receptors to limit nighttime disturbance from noise.</p> <p>Selection of the park and ride lots shall consider the existing and projected traffic conditions in the surrounding area and the proposed park and ride lots shall not be located on roadway segments and near intersections currently experiencing deficient Levels of Service, as defined either by Caltrans, a county or a city, as applicable, unless a supporting traffic study prepared by a qualified transportation planner or engineer shows that impacts to traffic conditions would not occur.</p>	With implementation of the above mitigation measure, impacts would be less than significant.
LONG-TERM IMPACTS		
Impact LT-1 Construction of the proposed project would require a maximum construction workforce of up to 816 employees per day. The influx of up to 816 construction workers could create a temporary increase in population. This impact would be	<p>LT-1 Worker Housing Program. Prior to issuance of construction permits, the applicant shall submit a Worker Housing Program prepared by a professional relocation firm to Monterey County for review and approval that would include:</p> <ol style="list-style-type: none"> 1. Projection of the peak need for worker housing in relation to existing demand for temporary accommodations, with particular attention paid to seasonal housing; 2. Classification of workers' housing needs based on the 	With implementation of the above mitigation measure, impacts would be less than significant.

Table 1
Summary of Significant Environmental Impacts,
Mitigation Measures, and Residual Impacts

Impact	Mitigation Measure	Residual Impact
Class II, <i>significant but mitigable</i> .	<p>duration of their work on the project; and</p> <p>3. Identification of dwelling units, hotels, motels, RV parks, and campsites with the ability to accommodate workers for periods of longer than one month.</p> <p>The applicant (or relocation firm) shall reserve or coordinate the reservation of temporary accommodations for employees relocating from outside the local area.</p>	